

10 MAR 1983

MEMORANDUM FOR: Chairman, DDA Emergency Planning Group

FROM:

[redacted]
Plans and Programs Staff, OL

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SUBJECT: Comments on DDA Emergency Plan

REFERENCE: Evaluation of Directorate Performance During
Snow Emergency of 11-14 February (draft); DDA
Emergency Plan (draft)

Per your request I have reviewed the referenced draft report on the Directorate's performance during the snow emergency of 11-14 February 1983, and the suggested DDA Emergency Plan for future weather emergencies. The performance report clearly supports the need for greater coordination within the Agency and development of a comprehensive, integrated emergency plan for the DDA. However, several recommendations in the report and the suggested emergency plan may need further consideration. I offer the following comments for your consideration in preparing a final plan:

- It would seem more appropriate to designate someone at the Directorate level as the DDA emergency coordinator. Logistics support responsibilities for C/LSD would likely be in direct conflict with emergency requirements of other DDA components. Any decision or action to divert resources from one DDA component to another, or especially if directed to OL, would likely be resisted at the time, and require substantial justification after the fact. The probability for correctly balancing resources to requirements would be greater if the emergency coordinator was divorced from operating component responsibilities.
- Emergency stockpile requirements, particularly those for the outlying buildings should be adjusted up or down relative to the availability of commercial services. The Key and Ames Buildings, for example, are convenient to food, shelter, and public transportation and would require a much smaller stockpile than [redacted] Building. Related to the question of supply quantities, who would be responsible for procuring, storing, inspecting, and distribution of emergency supplies?
- A list of privately-owned vehicles may prove useful; however, I don't believe we should formulate any emergency transportation plan around an assumption that privately-owned vehicles will be available when needed.

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